Functional Classification

The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) required each state to functionally reclassify its public roads and streets. The initial step in this process was to update the urban area boundaries by the middle of 1992. Extensive coordination and cooperation was essential throughout the updating of urban boundaries and the functional reclassification. ADOT worked with Colorado, New Mexico, Utah, and California to assure continuity of functional classification across state lines. The Phoenix, Tucson, and Yuma Metropolitan Planning Organizations (MPOs) were fully involved in this process. ADOT worked closely with the MPOs to ensure continuity at the urban boundaries and provide assistance as needed. The rural Councils Of Governments (COGs) were consulted to provide input on functional reclassification within their regions. ADOT and the COGs coordinated with the Native American Tribes to reclassify roads on their reservations. The Bureau of Indian affairs provided considerable assistance in this process. ADOT coordinated with the U.S. Forest Service and the National Park Service, including officials at regional offices and individual parks and forests. Close coordination with the Federal Highway Administration (FHWA) continued throughout the process. The functional reclassification of Arizona's public roadways was completed in December 1992. Arizona's submittal was reviewed and approved by the FHWA and the Secretary of Transportation and reported to Congress in 1993.

All roads that are part of the public road system are to be functionally classified as an integral system regardless of jurisdictional control of these roads. In other words, state highways, county roads, city streets, Forest Service roads, BIA roads, etc. are all part of the public road system. The classification process does not consider administrative or jurisdictional systems. The only way roads are separated into different classification systems is by their geographic location in rural, small urban, or urban areas.

The FHWA's document titled ***Highway Functional Classification: Concepts, Criteria, and Procedures*** (revised March 1989) was the principal reference for reclassification. ADOT employed the procedures required in this document. While differences exist between the procedures for rural, small urban and urban area classification, all used a 'top down' approach. As generally depicted on the following page, this approach delineates the highest functionally classified roadways first and then works progressively down the hierarchy of functional systems to conclude with the classification of local roads and streets. ADOT started this 'top down' approach by identifying the most important internal and external traffic generators for Arizona. The procedure enabled ADOT to functionally classify the State Highway System and share that information to facilitate efforts by the MPOs and COGs. Arizona based the functional reclassification on current use, not projected use.

Due to the differences in the criteria used to functionally classify roads in rural, small urban, and urban areas it is simpler to categorize them as rural and urban for discussion purposes.

Rural Principal Arterials All rural interstate mileage is in this category. They are the principal corridors of interstate travel. There are relatively few corridors used by most travelers going to and from adjacent states or Mexico. Principal arterials serve the highest volume long distance trips. The non interstate routes identified as principal arterials serve the same basic purposes as the interstates, but at lower volumes and speeds.

Rural Minor Arterials These roads serve most of the larger communities not served by the principal arterial system. They provide interstate and intercounty service. The trip length and travel density is larger than on the collector systems. Travel is at relatively high speed with minimal interference to through movement.

Rural Major Collectors The travel on these roads is of intracounty and regional importance, rather than statewide importance. These roads provide service to any county seat not on an

arterial road. They also serve larger communities not directly served by the higher systems. Rural major collectors usually connect to rural arterials.

Rural Minor Collectors These roads typically collect traffic from local roads and feed it onto major collectors or arterials. They tend to have lower traffic volumes then major collectors. If a minor collector carries a similar volume as a major collector trip distances are shorter. Also, they carry traffic on trips to less important traffic generators or they are parallel to a route of a higher classification.

Urban Principal Arterials There are three types of urban principal arterials: interstate, other freeways and expressways, and others with little or no access control. The primary function of these roads is to provide the greatest mobility for through movement, any direct access to adjacent land is purely incidental. This system serves the highest volume traffic generators and trips of longer length. They have a high proportion of urban area travel on a minimum of mileage.

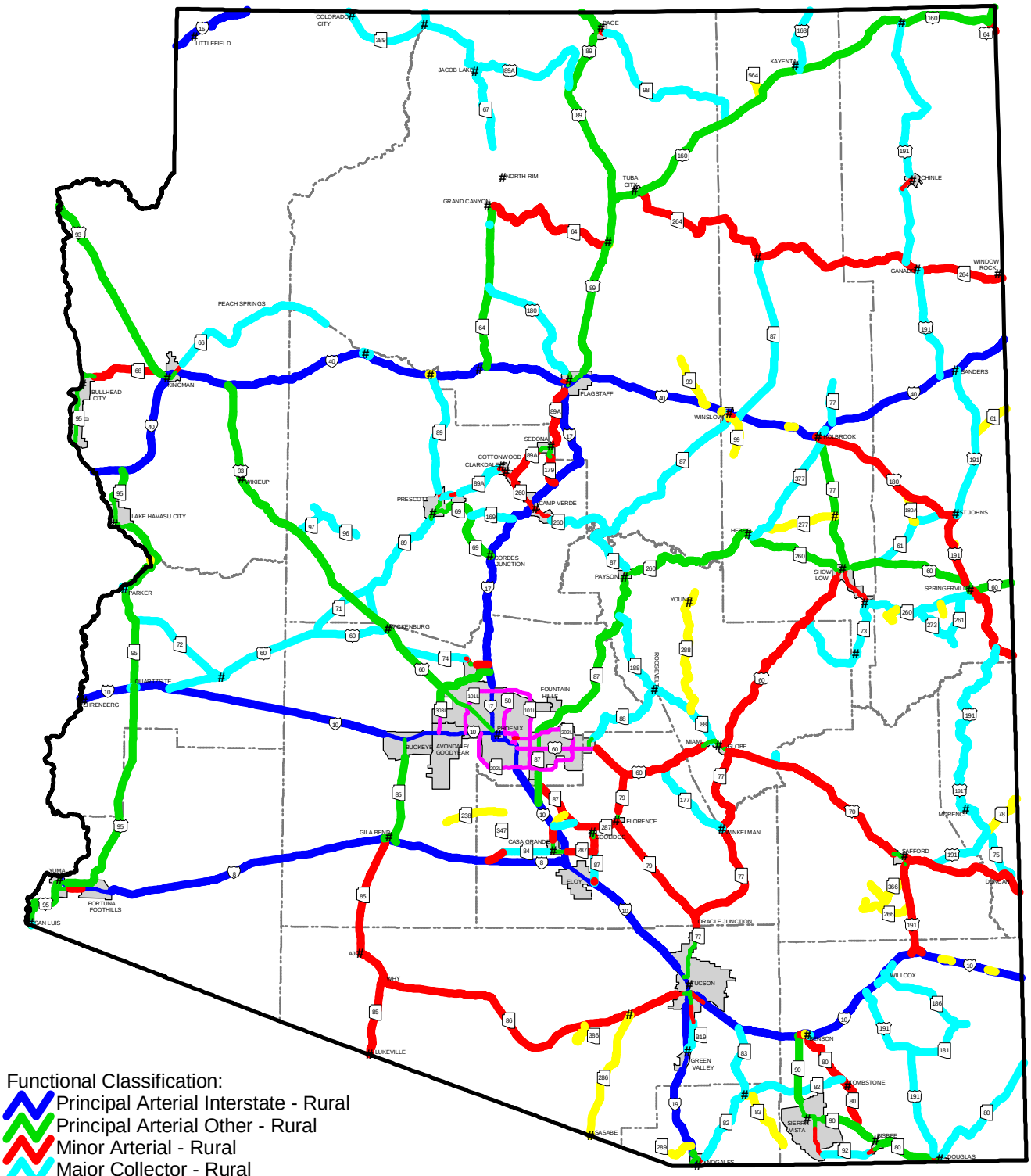
Urban Minor Arterials These roads provide trips of moderate length and trips of lower travel mobility than urban principal arterials. Consequently the speed limit is lower than on urban principal arterials.

Urban Collectors These roads distribute traffic from arterials and funnel traffic from local streets onto the arterial system. Frontage roads are classified independently of the controlled access facility they abut and are classified as collectors on the State Highway System.

Local Roads Local roads in both urban and rural areas are a residual. There are no roads on the State Highway System that are functionally classified as local roads.

The following map shows the current FHWA approved functional classification of the State Highway System.

1997 Functional Classification



Functional Classification:

- Principal Arterial Interstate - Rural
- Principal Arterial Other - Rural
- Minor Arterial - Rural
- Major Collector - Rural
- Minor Collector - Rural
- Principal Arterial Interstate - Urban
- Principal Arterial Expressway - Urban
- Principal Arterial Other - Urban
- Minor Arterial - Urban
- Collector - Urban

Urban Area

N

0 25 50 75 100

Miles

Arizona Department of Transportation
Transportation Planning Group

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